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ORIG: [REDACTED]  
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DATE: 15 JAN 69

2000/04/12 : CIA-RDP33-02415A000300230087-7

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25X1A2d1

TO: [REDACTED] INFO

PRIORITY

25X1A2d1

IDEALIST

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1. THE ACCIDENT BOARD APPOINTED TO INVESTIGATE THE LOSS OF ARTICLE 385 ON 5 JANUARY 1969 CONCLUDED PROCEEDINGS ON MONDAY, 13 JANUARY.

2. THE FOLLOWING CONCLUSIONS ARE RETRACTED FOR INFORMATION.

A. PRIMARY CAUSE: THE PRIMARY CAUSE OF THIS ACCIDENT COULD NOT BE DETERMINED DUE TO LOSS OF AIRCRAFT AND PILOT AND LIMITED FACTUAL DATA FOR ANALYSIS.

B. MOST PROBABLE CAUSE: AIRCRAFT ENTERED A HIGH MACH TUCK FLIGHT CONDITION, BECAUSE OF AN UNDETERMINED REASON, FROM WHICH THE PILOT DID NOT RECOVER BEFORE AIRCRAFT BREAK UP. 25X1A2d1

C. POSSIBLE CAUSES: ANALYSIS AND CAREFUL STUDY OF [REDACTED] DATA, POSSIBLE EMERGENCIES, AND LIKELY PILOT ACTIONS FAILED TO ESTABLISH A REASON FOR THE MANUAL AUTOPILOT DISCONNECT AND SUBSEQUENT ENTRY INTO, OR A DEEPER PENETRATION INTO THE MACH BUFFET REGION. THE FOLLOWING POSSIBLE CAUSES ARE

COORDINATING OFFICERS

RELEASING OFFICER

Approved For Release 2000/04/12 : CIA-RDP33-02415A000300230087-7

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CIRCUMSTANTIALLY SUPPORTED:

(1) TURBULENCE: FACTUAL DATA FAILED TO ESTABLISH PRESENCE OF TURBULENCE, HOWEVER, WEATHER INFORMATION INDICATES POSSIBILITY OF TURBULENCE IN THE AREA.

(2) POWER PLANT: THE PERFORMANCE OF INFORMATION RULES OUT A SERIOUS ENGINE FAILURE. HOWEVER, THE BOARD RECOGNIZED THE POSSIBILITY OF A MINOR ENGINE PROBLEM (WITH UNUSUAL NOISE OR VIBRATION) IMMEDIATELY PRIOR TO MANUAL AUTOPILOT DIS-ENGAGE. IF THIS OR SOMETHING SIMILAR WERE THE CASE THE PILOT COULD HAVE BEEN MORE CONCERNED WITH THE ENGINE OR OTHER ASSOCIATED INDICATIONS THAN WITH FLIGHT INSTRUMENTS.

(3) AUTOPILOT/AIRSPED/ALTITUDE: THE BOARD CONSIDERED A MINOR AUTOPILOT/ALTITUDE/AIRSPED RELATED PROBLEM AS REASON FOR MANUAL AUTOPILOT DISCONNECT AND ENTRY INTO THE MACH BUFFET REGION.

(4) OPERATOR FACTORS: CAREFUL ANALYSIS OF INFORMATION, PILOT EXPERIENCE, AND PROFICIENCY ALL BUT ELIMINATE PILOT

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TO

INFO

95-28

WITH FAILURE TO SURVIVE IN THE SEA, FAILURE OF RESCUE/  
SURVIVAL GEAR AND INABILITY TO USE THIS GEAR DUE TO  
INCAPACITATION OR SEA STATE WERE CONSIDERED. ALL OF THE  
ABOVE ARE POSSIBLE, WHETHER ANY OF THEM OCCURRED IS UNKNOWN.  
(D) ANOTHER AREA THAT COULD HAVE HAMPED RESCUE EFFORTS  
WAS THAT HIS FLYING CLOTHING, WITH THE EXCEPTION OF HIS  
HELMET SHELL WAS DARK IN COLOR AND HIS LIFE RAFT WAS BLACK.  
VISIBILITY IN THE SEARCH AREA WAS LIMITED AND THIS PILOT  
PROBABLY NEEDED MAXIMUM VISIBILITY TO INCREASE HIS CHANCES  
OF BEING SIGHTED WITHIN THE 72 HOURS QUOTED AS THE TIME HE  
COULD HAVE SURVIVED IN THE WATER.

END OF MESSAGE

25X1A9a



JOHN PARAGOSKY  
DD/SA

RELEASING OFFICER

EO/SA1 Root

COORDINATING OFFICERS

~~SECRET~~

25X1A9a



AD/O/OSA

RELEASING OFFICER